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Continued from Page 19

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April 21, 1978

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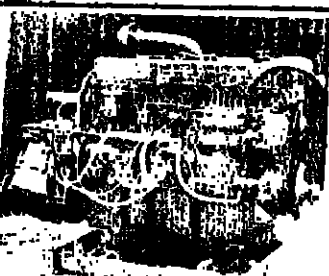
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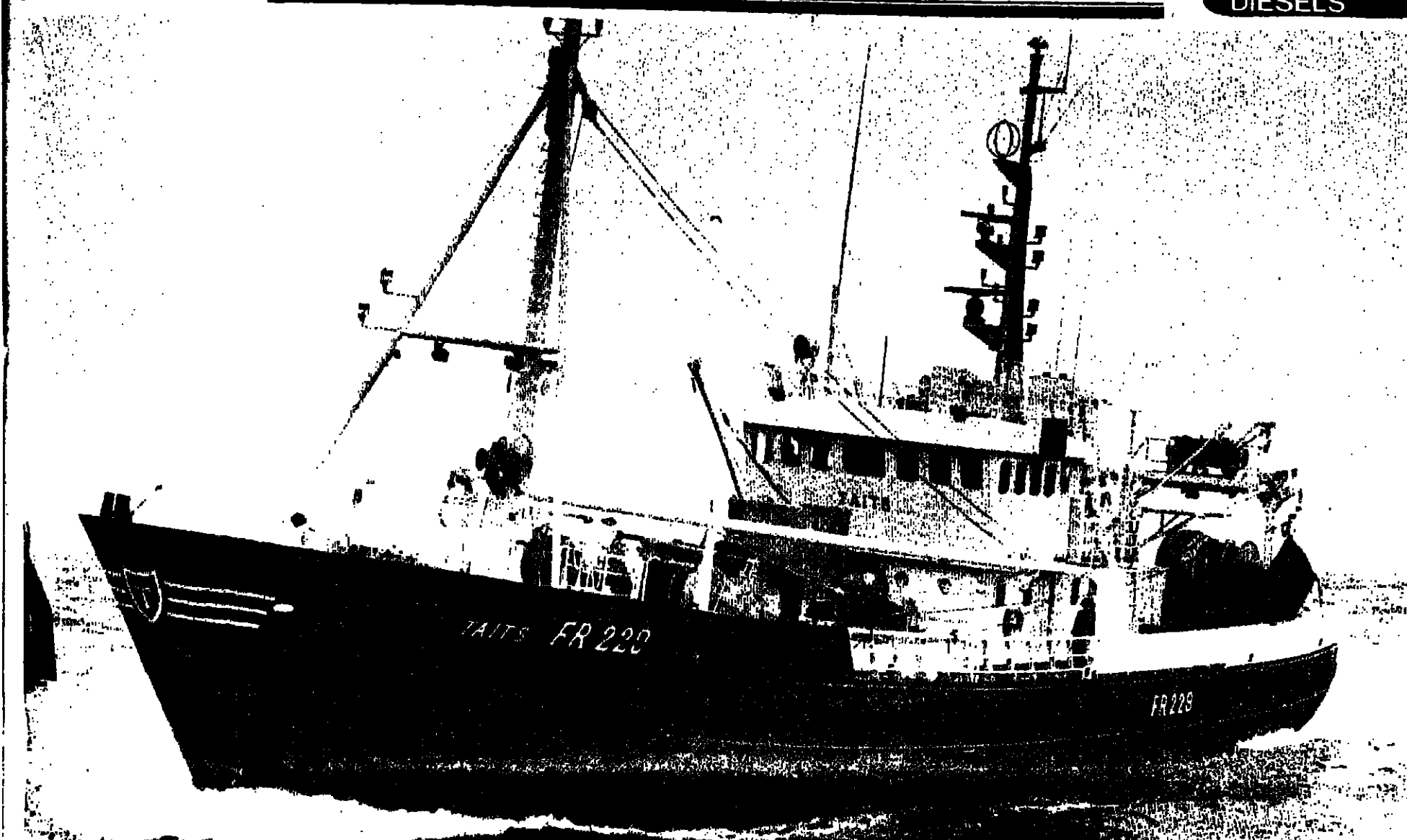
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TRAWLER FIRM WOUND UP

Blow to Milford

MILFORD HAVEN has suffered another big set-back with the news that one of its two main trawler firms has gone into liquidation with substantial debts. This move came after a High Court action in London last week which resulted in steps being taken to wind up Hubert Jones Trawlers of Swansea.

This leaves Norrard Trawlers as the only big company — with five vessels — working from Milford.

The ageing vessels affected by the closure are Brenda Wilson, Georgina Wilson and Jadestar Gypsy. With these ships out of service the local fleet is down to eight trawlers. The loss of jobs is serious as there are very limited employment prospects for fishermen in the port.

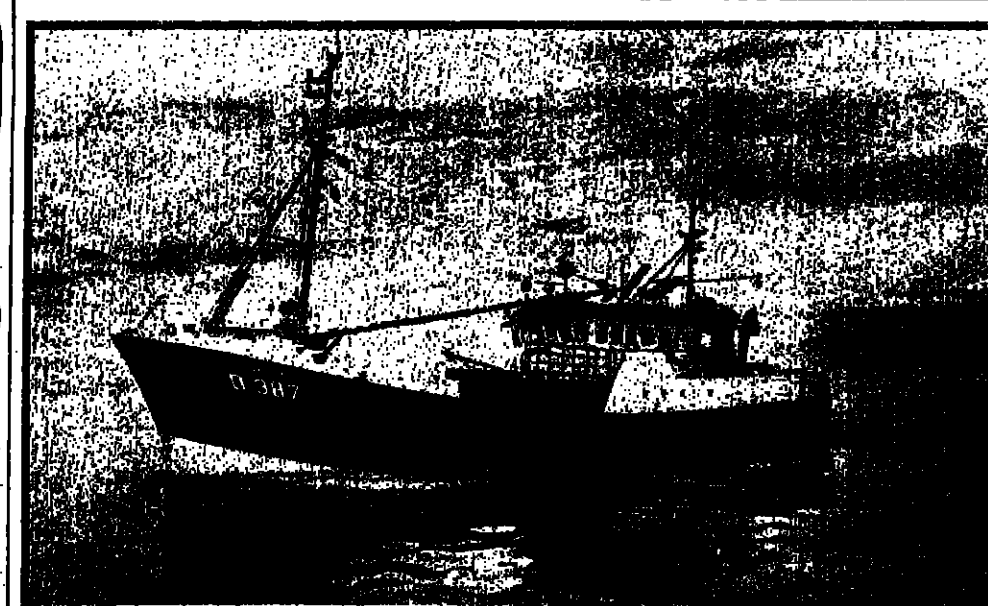
Brenda Wilson was built as Grand by Queen for Tallman Trawlers of Lowestoft in 1954. Later she was

sold to the Hazael Fishing Co. of Fleetwood which changed her name.

Georgina Wilson was built as Fairy Cove in 1955 and sailed from a number of ports before being bought by the Hazael Fishing Co. Jadestar Gypsy was another former Lowestoft trawler built in 1954. The Jones firm also bought her sister-ship, Jadestar Glory, but she was later lost off Ireland.

Early this year the three-strong fleet was said to be on offer for just £15,000. A London-based company which already operated an inshore boat in the area was interested but the deal did not go through.

THE FIRST target for Scotland's new purse seiner Tait's is to be blue whiting and the vessel has now moved up on to the St. Kilda grounds. With the south-west mackerel season coming to an end, Skipper Andrew Tait decided to head north. The 148ft. Tait's arrived in her home port of Fraserburgh last week after completion at the Norwegian shipyard of Karmoy Mek. Verksted. More details soon. A second new purser for the Tait family is being built in Norway.



'ALBACORE' All the way with Decca

Decca equipment has been selected almost exclusively for Albacore built for Skipper Kevin McHugh of Killybegs.

The equipment includes the Decca Navigator Mk 21 receiver, 3501 Tric Plotter, Decca RM 216A radar, Decca DP 4503 autopilot and Mirocnic 'Sirius' gyro compass.

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The Decca Navigator Company Limited, 1 Albert Embankment, London SE8 7PW

GRIMSBY CALLS FOR GOVERNMENT AID

GRIMSBY HAS quickly followed Hull in asking the Government for temporary financial aid. The future for the port is encouraging say the local vessel owners in a document sent to the Ministry, but the money is needed to face up to short term problems.

A financial boost from the Government would enable operators to wipe out port modernisation charges, and recalculate dock charges. It would also enable them to carry out work on freezer facilities which would allow 21 trawlers to be handled in-

stead of the present six.

The application for aid is keen to show that, despite a fall in the number of operational vessels and landings, Grimsby still has a vital role to fulfill within the industry, and is a prime candidate for any aid which may be given to one of the two Humber ports.

While there has been a swing to Grimsby by inshore boats—mainly seiners—the vessel owners say that this has not yet been enough to counterbalance the decrease in landings from trawlers.

The situation has become critical because overheads at the port are having to be shared by a reduced number

of vessels and landings.

The Government has been warned that without aid there could shortly be a further cut in the fleet, resulting in unemployment.

In hard terms, what the vessel owners want is for the cost of modernisation at the port carried out last year to be written off. Landings and ship dues should be

recalculated relevant to the amount of fish landed and the NRT of ships landing, equated to the 1976 level. They also want a directive made that the British Transport Docks Board stops seeking to substitute 20 per cent for 9 per cent as the rate of return on assets at Grimsby.

Grimsby has big advantages

Oil spill concern

SOUTHERN Sea Fisheries District Association says their is major local concern over the *Amoco Cadiz* catastrophe off France.

The committee's reports says the smell from the oil has been detected by fishermen working within three miles of the Dorset coast.

The report says that associations are giving

serious thought to methods for claiming compensation, should their members' earnings be affected.

Other incidents in the quarter was an oil spillage and an oil-contaminated bilge discharge at Portsmouth. Both were dealt with effectively.

Beamer to keep outside

MUDEFORD and Dorset Fishermen's Association has won its long fight to limit big beam trawlers coming in close to the South Coast.

They have been fighting for years. They have just won verbally that the Ministry of Agriculture, Fisheries and Food has promised to restrict the big beam trawling in the livelihood.

Mrs. Stella Smith, secretary of the Association, says they are pleased but were asking the Ministry for confirmation of the verbal promise in writing.

Robert Adley, MP for Christchurch and Lymington, said that on behalf of fishermen he was asking Fisheries Minister Sir Silkin to confirm the restrictions in writing.

April 21, 1978

Little time for a CFP decision

EEC FISHERIES Ministers will be meeting in Luxembourg next week to discuss the allocation of fish catch quotas in Norwegian, Faroese and Swedish waters.

Observers in Brussels think it highly unlikely that agreement will be reached.

At the time of going to press the European Commission still had not presented proposals for allocating the quotas which interest mainly the UK, Germany and France. This would leave national experts little time to study them before the council meeting.

The last fisheries council on April 3 lasted less than an hour—and it is expected that this next meeting may last a little longer.

Most of the participants are also agriculture ministers and they will be anxious to start on the three-day marathon EEC annual price revision which follows immediately afterwards.

John Silkin, who will be leading the British delegation in Luxembourg, is expected to keep to the same position as at the last council meeting.

He will say that the UK cannot accept any agreement on quota allocations in third country waters until the internal regime has been fixed.

This means that he is unlikely to accept even a provisional arrangement for 1978 on the grounds that it might harden into a permanent fixture.

British tactics are to block agreement on the quota



SCARBOROUGH skipper, Bob Mainprize, powered his way to another big haul at Grimsby last week in his twin Gardner-engined *Pathfinder*. He pushed her earnings at the Humber port this year to over a massive £85,000.

Landing to Thomas Hamling's Grimsby subsidiary, A. E. Richardson & Co. Ltd., on Thursday last

week, *Pathfinder* (above) earned £13,602 from a huge 498-kilogram haul which comprised largely cod, haddock and saithe.

It was the fifth time *Pathfinder* had landed at Grimsby since January and the big catch was only a few kits down on the tally which brought her an earnings record over £18,000 late in March.

fishing news

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BOAT'S MATE, BOSUN DIE

TWO crew members of the Milford Haven trawler *Norrard Star* have been found dead within three days of each other. They were the vessel's bosun and mate.

The bosun was Alan Funge (43), a married man with a daughter of 12.

Norrard Star had put into Dublin to shelter from gales in the Irish Sea and tied up at the city's quay. Bosun Funge, along with some other crew members including Mate Jenkins, went ashore but Mr. Funge did not return.

His shipmates and Irish police carried out an all-night search without success and *Norrard Star* later sailed for Milford Haven. His body was found a fortnight later and his father, retired skipper Ted Funge (76) and Alan's eldest brother, Ted, travelled to Ireland to identify the body.

Police said no foul play was suspected—Mr. Funge having apparently accidentally fallen into the River Liffey while returning to the vessel.

Mr. Jenkins was found dead in bed the day after *Norrard Star* landed a catch at Milford Haven. He had held a skipper's ticket for many years and spent most of his career with *Norrard*. Mr. Jenkins leaves a son and daughter.

Skipper Jenkins sailed for many years in *Norrard Star* as mate when she was having a highly-successful run under Skipper George Rowlands.

Skipper Rowlands (31) was drowned in Milford docks as he tried to board the vessel to sleep during a extremely cold night.

Slow kick-off for show in South America

THE FIRST major fishing exhibition staged in South America has failed to attract the attention hoped for. Nearly 100 exhibitors lined-up in Puerto Rico for *Expo Pesca Pan Americana '78*, which closed after a four-day run on April 8, but visitors were in short supply.

Around 500 people a day attended the show and a major disappointment was the lack of interest shown by neighbouring countries.

The British flag was kept flying at the exhibition by a 60-strong tour party of fishermen and their families, as well as two exhibitors: engine firm Mirreles-Blackstone and Bridon Fibres.

Mirreles-Blackstone, with its big engines looking way out of range of the local fishing requirements, managed to salvage something out of the show when a shipyard representative from Uruguay showed some strong interest.

A spokesman said that the local fleet is only just beginning to move up into the 60 ft. range. "Our participation at the show was something of a long term venture which we hope will pay off."

With electronics firms having something of a thin time at the show, manufacturers of processing equipment found themselves in the limelight. Cashing in on this attention was the Aberdeen firm of Intel Engineers, represented by its South American subsidiary.

Below: the tour party aboard one of Desco's production line produced GRP BOATS.

Main support for the exhibition came from joint venture tours organised by the Nova Scotia and British Columbia government departments in Canada.

Maritime Hydraulics & Machinery Ltd. of Dartmouth was one of the six stands from Nova Scotia and took orders for over \$100,000 of hydraulic equipment for delivery to Puerto Rico.

Unknown

"The problem here is that they have never done any deep-sea trawling or seen equipment of this weight before," explained Mr. W. A. Lindsay of Maritime Hydraulics. "Have you seen their steel boats here? They

are just floating wardrobes!" he said.

Gorrock Industries of Armadale, Nova Scotia, also received orders for lift nets used in fishing by lights for squid. On this stand, John Morton admitted: "We just cannot fathom out their method of fishing here."

This new exhibition, which will be held bi-annually, was organised by National Fisherman Expositions Inc. of the USA. General manager Bill Bower said: "It's our first time in a new market and we are satisfied. It could have been better, but it could have been worse."

Right: stands at the show in Puerto Rico. Visitors were few and far between.



Fishing in sun and shorts...

A PARTY of 60 British fishermen, wives and families have returned from a study tour of the fishing industry in Florida and a visit to *Expo Pesca '78* in Puerto Rico.

This tour was sponsored by the Scottish Fishermen's Federation and organised by Grampian Fishing Tours. It included visits to boat-builders at St. Augustine, fish processing factories and research stations at St. Petersburg, on the Gulf Coast of Florida.

The party was also the guest of the Southern Offshore Fishing Association

and every Scottish society in Florida helped to entertain them.

"Terrific and great" was the summing up by Devon fisherman, Neil Viles and David Kelly of *Superb* from Saltcomb. They added them a lot about fishing.

They found that Florida fishermen were using out-dated equipment and had a much easier way of life. Neil and David added: "We could save a fortune in oilskins. All they need over there is a pair of shorts and sun-glasses."

The next tour will be to the United States for Fish Expo

'78 in Boston, followed by a visit to the Bahamas. This departs on Monday, October 23, and is sponsored by *Fishing News* and *Fishing News International*.

"It's not a patch on our own exhibition in Aberdeen," said Scots skipper, Walter Easingwood of *Norwood* from Dunbar, as he wandered through the sparsely attended *Expo Pesca '78* exhibition.

"Great boats. Just right for their market, but not for the North Sea," said crewman David Fraser during a trial run on one of Desco's new 75 ft. GRP trawlers built at its Florida yard.

David, of *Boy Andrew II* from Wick, was at the yard which opened its doors to the tour party.

Desco Marine would disagree and claims an outstanding safety record for the boats it now exports worldwide. The company has been in business for over 35 years and has launched over 2,000 boats.

The firm is now acknowledged experts in GRP building and has been producing boats in 68 ft. and 75 ft. range for eight years. Boats are exported under their own power to Africa, India, Japan, New Zealand and Malaysia.

Some 15 boats each month are being produced on an assembly line system in wood and glassfibre—a total of 180 per year. And there is a 14-month waiting list.

Little wonder when a 68-footer costs under £100,000 complete with a 365 hp Caterpillar engine. Add electronics and the trawlers are still selling at well below UK costs.

The 75 ft. GRP trawler is built in three main sections—hull, deck and wheelhouse—then chemically joined.

has a wooden core (GRP) and wheelhouse and allows a variety of layout.

Desco says: "We will change anything except the hull design."

Desco uses production line techniques moving the hull forward with an overhead crane to launch within a few weeks of starting. Fishing takes a further four weeks and there are guaranteed delivery dates.

The fish hold, tanks, masts and outriggers are pre-fabricated in the yard and fitted into the hull as separate units. These techniques allow Desco to market at most highly competitive prices.

David Tait of *Lochm* Hydraulics was impressed by the techniques. "This place is a run just as efficiently as possible. Everything is like clockwork," he said.

"They are about 40 years behind us in the application of hydraulic equipment. They could have gained through trial and error."

He thought this was due to British skippers being ahead of their US counterparts.

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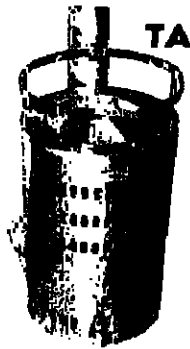
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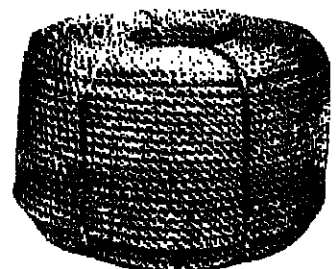


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PRAWN OR SHRIMP?

WHEN IS a prawn not a prawn? The answer is — when it is a shrimp. This was the finding of magistrates at Haywards Heath, Sussex, last Friday. And it cost a firm a fine of £100 with £300 costs.

B. & A. Brittan, the East London fish processor, was prosecuted by the local trading standards officer who bought, as a routine sample, a carton of prawn salad in a Tesco store in Burgess Hill.

The public analyst who examined the sample decided that the shellfish in the salad were too small to be prawns and issued a certificate that they were shrimps and, therefore, that the product had a misleading label.

He was supported by the Labelling of Food Regulations 1972 which state that the native brown shrimp, *Crangon*, and the pink shrimp, *Pandalus montagui*, shall be called shrimps.

Apart from these two species, the differential naming of such crustaceans is to be based on the two words 'large' and 'small'. That is large specimens of particular species are to be called prawn and small ones, shrimps.

It is on the basis of this unscientific mish-mash, foisted on the industry in spite of protests from eminent authorities in the zoological and regulatory fields — and in contradiction of long-established trade practice — that Brittan was found guilty and fined £100 with £300 costs.

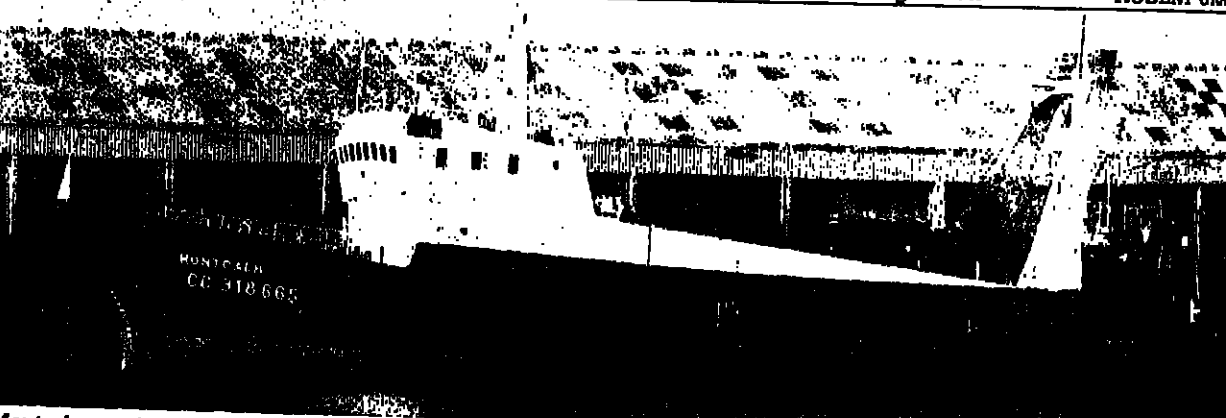
As one witness for the defence said: can there be any justice in a situation where no one can advise a manufacturer how he may obey the law? Who can say what a trading standards officer, a public analyst or a bunch of magistrates will consider 'small'?

There is the further problem that these names are restricted to three genera. Where shall we find the person of sufficient foolhardiness who is prepared to enter the witness box and swear that the peeled tail meats of a crustacean, having been

cooked, immersed in a mayonnaise or curry sauce, is of a particular genus? In this case the public analyst certified that it was the sample not a prawn but was, legally, a shrimp. One wonders whether the court and certainly the drafters of the legislation were aware of the potential number of genera of crustaceans that are available for importation and that taxonomy (the differential classification) is based on features relating to the whole fish.

There can be few examples of more unjust legislation than these regulations and the whole industry about support Britain in the support is contemplating. Not only are the importers of prawns put in jeopardy by this legislation, but in many anomalies by numerous traps for the trader. All should consider press for its amendment.

ROBERT GRAY



Montcalm — the Concernau stern trawler — at Fleetwood last week. She just topped Boston Stirling.

French bag top two

TWO FRENCH stern trawlers making their first landings at Fleetwood topped the grossings list last week.

Top ship was the stern fisher *Aubisque* which landed 1,318 kits (including 115 of cod, 80 of pollack, 575 of haddock, 80 of whiting, 15 of cod, 15 of roker, 220 of dogs and 145 of ling) which sold for £32,807.

Later in the week the French stern trawler *Montcalm* arrived with 888 kits — including more than 500 of cod, 170 of haddock, 40 of whiting, 30 of cod, 35 of dogs and 65 of ling — to earn £27,806.

It was a disappointing week for the Fleetwood stern

trawler *Boston Stirling*, commanded by Skipper Bill Bridge. She landed the week's biggest catch, but only came third.

The vessel landed 1,572 kits — 10 of hake, 100 of cod, more than 800 of haddock, 300 of cod, 20 of roker and 65 of ling — for a disappointing £27,709.

On the same day there were different fortunes for the pocket trawler *Rosamunda* (Skipper Ken Beavers). She landed 484 kits — including 250 of cod, 100 of haddock, 20 of whiting and 80 of roker — for a grossing of £13,489. This was a record amount for a J. N. Ward and Son Ltd. vessel at the port.

Her catch was one of several good grossings by near water trawlers. On the same

day *London Town* (Skipper Alan Bedford) had more than 300 kits of cod in her total of 748 worth £17,834.

There was another sign of the times at the port with the last landing of the pocket trawler *Forwards* before she left for Portavogie, Northern Ireland.

The vessel is the fourth J. N. Ward pocket trawler to be

sold in recent months and at her last voyage from the port she caught 131 kits. The catch included 100 of cod and sold for £3,635.

Markets were by no means outstanding with cod reaching a ceiling of around £40 a kit. Weather again hit inshore vessels and there was still only moderate demand for their fish.

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April 21, 1978

Scampi— plan a 'disaster'

THE COUNTRY'S valuable scampi industry is under threat because of a Common Market proposal, according to the newly-formed Shellfish Processors' Association.

The EEC plans to reduce the minimum size of the Norway lobster which ends up as scampi, but the Serwick-based Shellfish Processors' Association, which represents 93 per cent of shellfish processors in the UK with a labour force of over 4,000 people, says the effects would be "disastrous" for the industry.

The association has warned that catches would be greatly reduced and breaded scampi could be eliminated altogether.

Now it has lobbied MPs and written to John Silkin, Minister of Agriculture, Fisheries and Food, calling for a re-think.

Association secretary, Mr. G. L. Heckles, said: "We are extremely concerned and aggrieved that no prior consultations have taken place with the processing sector of the industry prior to the proposals being taken to Brussels. We are lodging the strongest possible objections."

The proposals to limit the size would spell disaster for many of our members and the effects to the Irish shellfish industry would be calamitous.

"Thousands of fishermen and processing staff would be thrown out of work with little chance of alternative employment because of the rural siting of the industries," he said.

The vessel, which arrived in Grimsby after fishing her way over from Denmark, has been re-registered as GY 376 and was scheduled to sail on her maiden trip from the Humber port last weekend.

Skipper Christensen has given up his command of *Samora*, which he also owns, to take on *Saraya*. The vessel operates through the Sam Chapman & Sons agency at Grimsby.

Freezer man dies in dock

GRIMSBY fisherman Terence Taylor (39) drowned in Milford Docks last week despite an heroic bid by one of his shipmates to save him. Mr. Taylor died while returning to the freezer trawler *Goth* moored alongside the fish market.

His close friend, Norman Mackenzie who is *Goth's* mate, was with him as he tried to board the freezer, but fell into the water between the wall and the ship.

Mate Mackenzie jumped fully clothed into the dock despite there being only a 3ft gap between the trawler and the wall.

He failed to find the dead man, but managed to pull himself from the water by a rope hanging from the docks wall.

Police docks sergeant, Stanley Roberts, had already been quickly on the scene.

Detective Constable Tony Edon used a big lamp to sweep the water and Mr. Taylor's head and shoulders were spotted. A grappling hook was lowered and hooked into his clothing and he was held clear of the water.

PC Paddy Loam climbed down a rope ladder held manually by PC Elen and one of *Goth's* engineers. He then lowered himself waist deep into the water and managed to get a rope around Mr.

Taylor's body, allowing it to be hauled out of the water. Resuscitation efforts were fruitless.

A relative of Mr. Taylor, Edward Nash of Cleethorpes who travelled to Milford Haven, was full of praise for the heroic bids made to save him. He said he was also very touched by a collection made among the men employed in unloading Hull freezers at Milford Haven. He said: "They have given more than £200 for the family. The people of Milford Haven will always hold a special place in my heart."

There was a lucky escape for a Hull fisherman at the port. John Hunter, second engineer on the Hull freezer *Southella*, fell into the water between the ship and wall at 2.30 a.m. after arriving by coach with his shipmates from Hull.

Fellow crewmen immediately managed to haul him out of the water. He was taken to hospital for a check-up, but was allowed to join his ship the next morning when she sailed.

FISHING NEWS



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Says fisherman and trawler operator Bill Mason of Teignmouth, Devon. "We spend an average of 100 running hours per week at sea. Fishing is our livelihood and we need reliability for our 60' boat. The 12V71 Detroit Diesel engine is compact, powerful and extremely reliable. We have to handle some pretty rough weather sometimes and it's reassuring to know that we can depend on our engine and not worry about breakdowns. We chose the Detroit 12V71 because we had experience with this engine

before and we know that it's dependable and tough. What's more, its reasonably priced and the service facilities are excellent."

Professionals like Bill Mason know a good engine when they see one and the choice of a Detroit Diesel for his boat will bring him not only great power and economy but also the backing of the world-wide Detroit spares and service organisation.

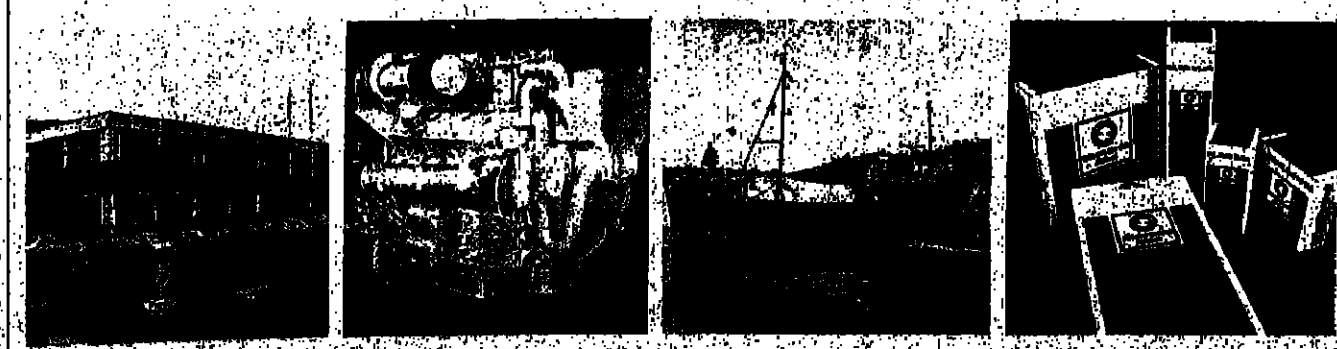
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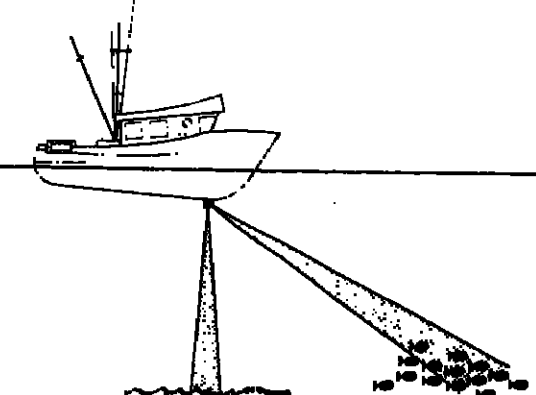
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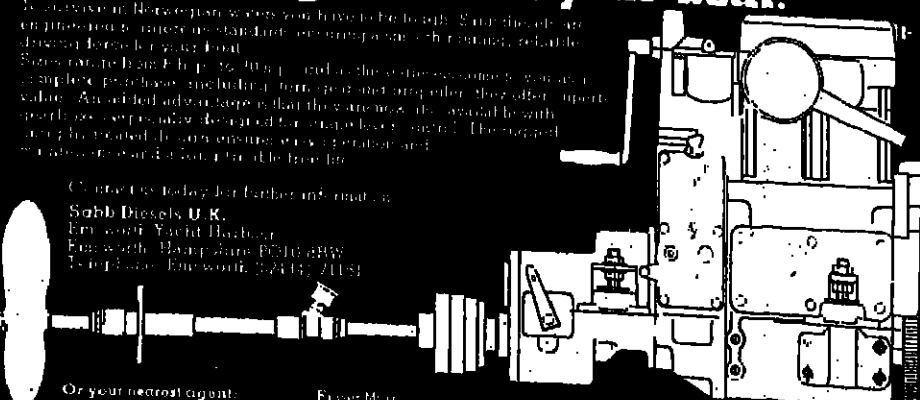
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Bladders give fish away...

"WE KNOW that most members of the cod and herring families have swim bladders and are, therefore, good echo targets; also that skates, rays and most flat fishes do not have them and so are more difficult to detect with a sounder or sonar."

"We also know that mackerel do not have swim bladders, but can, nevertheless, be detected with some fish finders."

"We are uncertain though whether pilchards, grey mullet, sea trout and several other species have bladders and would be grateful for a detailed list of commercial species having them and those which do not. Also, for any additional information about swim bladders."

Commercially valuable species having swim bladders include cod, coalfish, pollack, whiting, haddock, hake, ling, herring, pilchards, salmon, sea trout, gurnard, grey mullet, garfish and horse mackerel (sead). Turbot have them only when young.

Dogfish, halibut, soles, plaice and dabs, in addition to skates, rays and mackerel, do not have bladders. Because a particular species does not have a swim bladder, it does not mean that it cannot be detected with a fish finder of suitable frequency. But the flesh of a fish is a comparatively poor reflector of transmitted signals compared to a bladder which contains air.

Although the latter may be only about one twentieth the size of a fish, it is said by experts to account for at least half of the strength of an echo from a fish.

Swim bladders are significant to commercial fishermen not only for this reason, but because they have an intrinsic value as well. Those from certain species are used to produce isinglass, a form of commercial gelatin.

Isinglass is used principally for clarifying wines, beers, ciders and other liquids, and it is the only kind of gelatin which can be used for the purpose.

Indian ink is made by mixing it with liquorice, lamp black and water, and a cement for repairing glass and

John Burgess' Log



pottery is made by dissolving it in acetic acid.
The most valuable gelatin—Russian isinglass—is made from sturgeons' swim bladders. Another—Brazilian isinglass—is made from the bladders of large catfish.

Boat sales safeguard

"I WANT to buy a standard 36ft. GRP hull and have it completed and fitted out by a local boat builder."

"I must make the following progress payments: 15 per cent deposit, 30 per cent engine arrival, 20 per cent completion of deck and superstructure and 20 per cent on acceptance after sea trials."

"What safeguards can I take to protect progress payments if the moulder or builder is forced into receivership?"
"I suggest you ask the Secretary, Ship and Boat Builders National Federation, Boat Building House, Vale Road, Otlands Village, Weybridge, Surrey (tel. Weybridge 54511).

The federation issues a standard form of building contract—on which yours is probably based.
It may operate an indemnity scheme for the protection of all signatories to such contracts.

Aids for a 40-footer

"I HAVE recently bought a boat a little under 40ft. (12 metres) long for travelling up to 20 miles off the coast here."

"The only aids to navigation, apart from a clock and barometer, left in the wheelhouse by the previous owner are a Sestrel Major compass and a Ferrograph G600 echo sounder."

"I intended to add a radio receiver with direction finding facilities and a radar, and I should like to know what instruments suitable for installation in a boat of this size are currently available."

"A receiver to suit you as well as any, I think, is Marconi Marine's 'Seaguide' direction finding and broadcast receiver used with either a fixed or rotating loop, or with a fixed loop and goniometer."

Made by Eddystone for Marconi Marine, it is fully transistorised and, therefore, remarkably compact. It can be powered from a self-contained battery pack, a.c. mains unit, 12 or 24 volt d.c. supply and has many other good points.
It covers frequencies 150-

kHz—350 kHz and 550 kHz—220 MHz in five ranges. It has a large band spread scale and also a verier/logging scale to enable transmitting stations to be located quickly.

Range 150 to 350 kHz is used for direction finding in the beacon band 245 to 315 kHz and range 1.5 MHz to 3.5 MHz can be used for directional homing purposes if required.

Current drain is very small and the instrument is designed to maintain a constant performance despite falling battery voltage.

Installation of a Seaguide is not likely to involve much expense. The receiver is approximately 13in. long by 8in. wide by 7in. deep, weighs only 14lb, complete with dry batteries and can be mounted on a small shelf in the wheelhouse.

A rotating loop or a Bellini-Tosi fixed loop can be fitted on top of the wheelhouse on the boat's fore and aft line, so that the handle of the former or the goniometer in conjunction with the latter is handy both to the receiver and the boat's compass.

Other reputable broadcast receivers with direction finding facilities, suitable for installation in a boat the size of yours, include the 'Sailor' R 108 which can be used for broadcast, telephony, telegraphy and direction finding on all bands; the Duncum push button SSB/MF receiver for monitoring any of eight programmed channels in the range 1.6—4.2 MHz; and the Teland Seagull DSB receiver for use with a DP ferrite aerial and operated either on 12 volt power supply or internal dry cells.

All these receivers, together with necessary loops and aerials, are obtainable from Greenham Marine Ltd., Boleyn House, The Quay, Poole, Dorset.

If you are prepared to go to the expense, you would probably find a Decca 060 radar most suitable. It can be run off a 12, 24 or 32 volt power supply and can pick up echoes from targets at up to 24 miles range.

It consists of two units—the display and a scanner—both of which are unusually compact. The former is 12in. high, 10in. wide, 14in. deep and weighs 18lb, while the latter is 18in. high, 34in. diameter and weighs 57lb.

It costs appreciably more than the Decca Super but it would probably serve your purpose better for several reasons. Despite the fact that its units are the same size and weight as Super 050, they are of greatly superior performance. With the same power (3kW) and the same scanner (2.5ft.), there are range scales to 24 miles instead of five to 12 miles, pulse lengths to ensure excellent discrimination at all ranges and stronger echoes at long ranges.

The display has a magnifier to give the equivalent of an 8in. picture and both anti-rain and anti-sea clutter controls are incorporated.

A super 050 for about per cent less would double serve you well, however. It is about 40 per cent less than 060, two small radar is available which you may deem worth considering. One is the Seacraft Mk (maximum range 16 miles) and the other is the Decca X10 (maximum range 10 miles).

Full details of Decca radars are obtainable from Decca Radar Ltd., Decca House, Albert Embankment, London SE1.

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"It is vital there is control over non-members", stressed Mr. Crawford. He revealed that the turnover of Anglo-Scottish organisation members last year topped the £15 million mark.

The characteristics enable it to be used on vertical and overhead surfaces where application of brush or spatula ensures covering of even thickness. Even to damp surfaces enables it to be applied to parts such as condenser and plates, propellers and pumps.

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April 21, 1978

Government warned POs WANT BACKING ON QUOTAS

THE GOVERNMENT has been given a deadline to either extend the responsibility of producer organisations or impose similar landing quota restrictions against non-members.

This was revealed at the weekend at the annual general meeting of the Anglo-Scottish Fish Producers' Organisation in Berwick.

Chairman George Crawford said that, unless the government give a positive and acceptable assurance by June, then it may consider discontinuing the efforts in respect of rational fishery management.

Mr. Crawford has told the Department of Agriculture and Fisheries that either the powers of the POs should be extended to cover non-members, or the government should impose the same quota restrictions on those own members.

"It is vital there is control over non-members", stressed Mr. Crawford. He revealed that the turnover of Anglo-Scottish organisation members last year topped the £15 million mark.

The official, Ted Hammill, said he could not understand why there had been pressure from the merchants' side to reach a quick decision, as the Icelanders had said that they wished to land fish at the port during the winter months.

He claimed that there was enough fish going through the port from French vessels to cover for any lack of local supplies.

Mr. Hammill said they wanted to reach an agreement which would ensure continuity of supply and they would expect the Icelanders to take the rough with the smooth.

He stated that the Icelanders had said they wanted to come to Fleetwood



George Crawford (right) was re-elected chairman of the Anglo-Scottish Fish Producers' Organisation last week. He is seen here with vice-chairman, Jim Altholson.

Iceland fish—new talks

A SHOP steward for Fleetwood's Transport and General Workers' Union fish lumpsers said last week that he hoped to meet union officials from Grimsby and Aberdeen in the next fortnight before making any decision about landing Icelandic trawlers at the port.

The official, Ted Hammill, said he could not understand why there had been pressure from the merchants' side to reach a quick decision, as the Icelanders had said that they wished to land fish at the port during the winter months.

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Shetland oil study

A £10,000 study into the effects of oil development on the fishing industry in Shetland within any new EEC regulations is to be undertaken jointly by the Shetland Islands Council and the Social Science Research Council.

This was announced in Lerwick by Sir Matthew Campbell, chairman of the

WFA Committee for Scotland, following a three-day visit to the islands. Meetings will be held in Aberdeen soon to draw up guidelines for the study which is expected to take up to two years.

Sir Matthew said the whole future of the industry, not just in Shetland, depended on achieving a fair and sensible EEC fishery policy.

HOSPITAL FUND

A DEVON hospital is to benefit from the efforts of local fishermen. A Fishermen's and Watermen's Association has

decided to raise a target of £700 for two instruments urgently needed by the eye department of their local hospital.

He promised backing for local plans to improve Sealoway harbours, but the pointed out that difficulties was a shortage of gear for the provision of loans to fishermen for new boats.

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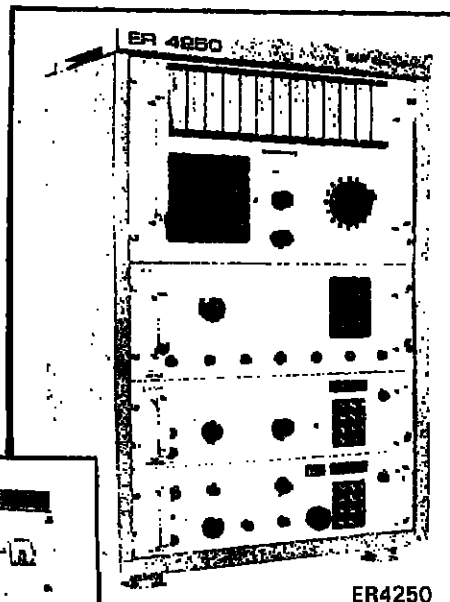
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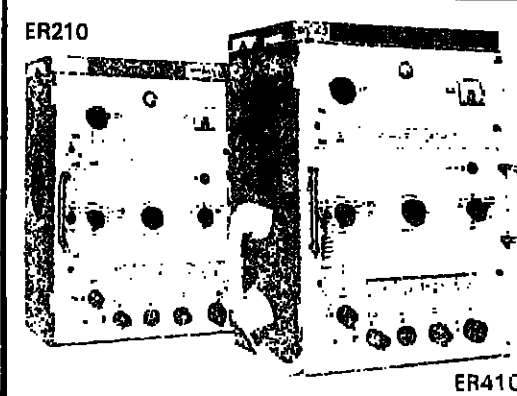
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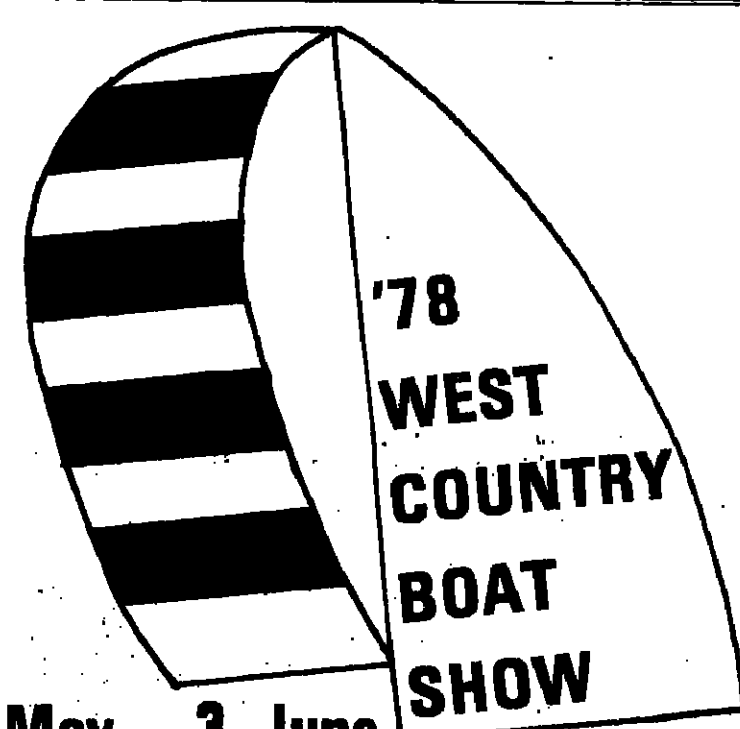
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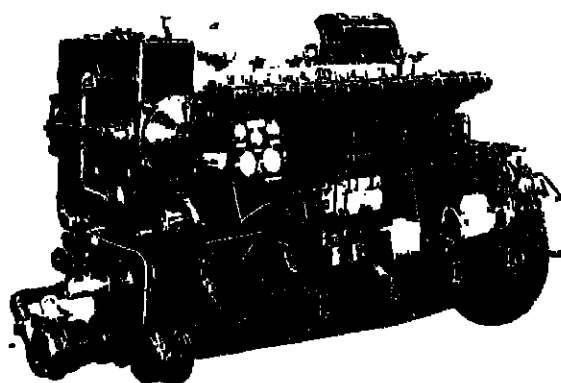
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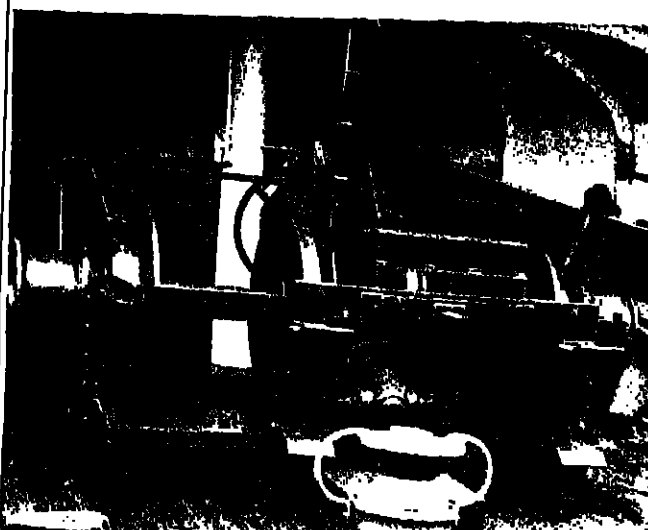


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Top: Devotion gets the power on during trials off Fraserburgh. The wooden 74-footer — owned by a Peterhead partnership — was built by the James Noble yard.

Above: the boat's Northern Tool and Gear trawl winch and Clark and Co. trawl bollards are sheltered by the whaleback.

Below: Devotion's new sonar equipment from Furuno. The FH103 sonar is seen bottom right. The E87 Sonar Vision is on the immediate left of the FH103.

DEVOTION

— first with new Japanese sonar

A WOODEN-hulled trawler which joined the Peterhead fleet is the first U.K. boat fitted with new sonar equipment from Furuno of Japan.

She is the 74 ft. transom-sterned Devotion built by James Noble (Fraserburgh) Ltd. for a partnership headed by brothers Alexander John and James Hay Strachan of Peterhead.

She is fitted out purely for bottom and mid-water trawling, either on her own or with a partner vessel, and will be joining in the North Sea shrimp fishery.

The owners are delighted with the vessel, which the builders designed, and Alex

Strachan has made a good job.

The sonar equipment, by Furuno's UK agent Rediffusion, is the model FH103. It has a graphical display on a 7 in. CRT screen and it has a range of 0-200 m. up to 0-1000 m.

It has a frequency of 40 kHz and a beam width of 13 degrees vertical.

Devotion has an overall length of 74 ft. and beam of 21 ft. 6 in. Her tonnage under Part IV Registry is 40.88 and she is built to the latest requirements of the Department of Trade and the White Fish Authority.

Propulsion is provided by a Kelvin TBSC8 diesel engine developing 500 shp at 1,360 rpm to drive the fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

operate in conjunction with the FH-103 and it displays echoes on a 7 in. CRT screen. It has seven scale ranges, from 0-25 up to 0-800 m., and has a beam width of 13 degrees vertical.

Devotion has an overall length of 74 ft. and beam of 21 ft. 6 in. Her tonnage under Part IV Registry is 40.88 and she is built to the latest requirements of the Department of Trade and the White Fish Authority.

Propulsion is provided by a Kelvin TBSC8 diesel engine developing 500 shp at 1,360 rpm to drive the fixed-pitch propeller through a Reintjes gearbox of 4:1 reduction ratio.

The hydraulic powerpack for the deck machinery is driven from the fore-end of the Kelvin engine, through a flexible coupling and a Northern Tool and Gear "Mastra" step-up gearbox.

A Transmotor 22 kW 110 V generator and a Gilbert Gilkes and Gordon bilge and general service pump are belt-driven from the fore end of the engine; and two Transmotor 125 amp 24 V generators are driven by belts from a shaft at the fore end of the hydraulic powerpack.

Wilmar Engineering of Aberdeen supplied the Lister HRW3 fresh water cooled, electric starting, auxiliary set. It develops 37.5 hp at 1,800 rpm to drive a Transmotor 12.6 kW 110 V generator, Transmotor 125 amp 24 V generator, a GGG bilge and general service pump and a hydraulic net retrieve pump for the deck machinery.

Woods electrically-driven fans are fitted in the engine room. A total of 3,000 gallons of fuel oil are carried in tanks forward and aft in the engine room.

Lube oil and hydraulic oil tanks — each of 100-gallons capacity — are built integral with the port fuel tank in the engine room. Some 800 gallons of fresh water are carried in a tank at the transom.

A Northern Tool and Gear "Mastra" trawl winch is fitted athwartships, forward, on Devotion's deck, while a Loeise Hydraulic Co. 24 in. power block is hung on a single-reach derrick aft of the deckhouse. A Loeise cargo winch is housed on the after end of the whaleback.

Fishing Hydraulics of Elton supplied a small Hydema windless located right forward under the whaleback. Hydraulic power for the trawl winch is provided by the Dowty variable delivery pump at the fore end of the main engine, with a separate pump unit on the after side of the Mastra step-up gearbox which can drive the power block, cargo winch and windlass.

Trawl gillows are fitted on Devotion's starboard bow and forward and aft in the engine room.

Woods of Aberdeen supplied the "Sailor" radio telephones which comprise T126 R105 400W SSB unit and two R2144Bvht sets. Decca equipment includes Mk. 21 Navigator, 350T Track Plotter, 450 Automatic Pilot with Arkas compass, and Simrad watchkeeping receiver. Other wheelhouse fittings include a Bostrom-Viking Helmman's seat, Flamingo horn, Wymura window wiper, Tanford 100 BSC bollards are by Clark and Co.

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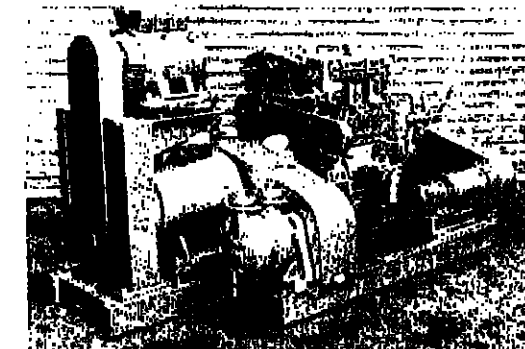
DEVOTION

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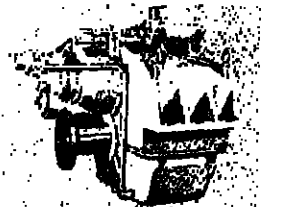


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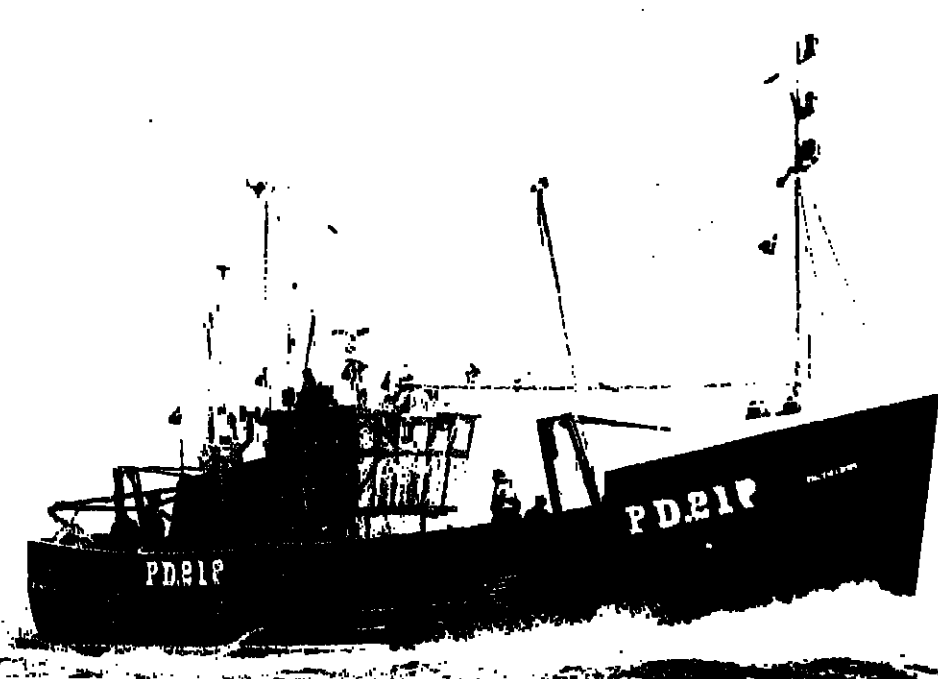
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Best wishes to
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Devotion is powered by a Kelvin 500 shp diesel and will work from Peterhead.

Irish 'wrecker'

IRISH SKIPPER, Kevin Downes of Dun-cannon, has started wreck fishing with a GRP-hulled 37-footer fitted out in Ireland.

The salmon drifter, wreck boat and trawler is based on the Cygnus Marine GM37 hull moulded in Cornwall and supplied to the O'Driscoll boatyard at Passage West, Co. Cork.

Joe O'Driscoll, a well-known boatbuilder in wood, saw the potential for GRP boats in Ireland and took on the agency late in 1976. He started with an order for around a dozen hulls and now orders up to around four at a time.

Skipper Downes' boat is named *Delta Dawn* and she has a forward wheelhouse and stern gantry aft. She is equipped with a Hydema power block and Spencer-Carter one-ton trawl winch.

Searchlights

The deck is well lit — especially for night-time drifting — with four double fluorescent lights on the wheelhouse and six floodlights. There are also two Francis 15 in. searchlights — one either side of the wheelhouse.

Iroko is used for the woodwork and the GRP hull is sheathed port and starboard, also fore and aft. *Delta Dawn's* cabin is completed to a high standard and includes four bunks (she carries a four-man crew), wardrobes and drawers — and even a 14 in. Japanese television.

The galley is in the after part of the wheelhouse and fittings include a Flavel BT008 cooker with two rings, grill and oven, Electrolux fridge, plus draining board and sink. Again, fitting out is to a high standard and there is cupboard space built in.

Wheelhouse electronics include Decca Navigator Mk. 21, Decca 080 radar, Simrad EY sounder and 'Sailor' VHF.

The searchlights are operated from inside the



Delta Dawn — a GRP-hulled 37-footer fitted out in Ireland.

wheelhouse and the skipper has a Bostrom chair. Wynnstruments window wipers are fitted and the windows were specially imported.

Skipper Downes chose a Gardner six-cylinder GLXB diesel of 127 bhp, but had the unit de-rated to 90 bhp to fit in with local bye-laws. Her large fishroom has been pounded out and the dual-station steering gear is by Wills-Ridley.

Another firm fitting out Cygnus hulls is Ross-Mackenzie Boat Building of Holten Heath Industrial Estate near Poole, Dorset.

Scotland

After recently completing a 26-footer for Dartmouth owners, the firm has now delivered another GM26 complete with two full-length berths.

She is a potter named *Kestrel* for Scottish west coast owner, Mr. B. Walker, and is powered by a Perkins 4.236 diesel driving through a Borg-Warner 2:1 gearbox.

Other equipment aboard *Kestrel* includes a Spencer-Carter 1,000 lb. pot hauler mounted on a swivelling P-bracket, Simrad EY sounder,



DEVOTION

From page nine

steering gear, plus 1000w engine and winch control. The combined galley and messroom is located below the wheelhouse and is fitted with a Falcon gas cooker and Vaillant water heater. The shower, w.c. and wash basin are also arranged in the deck house.

Hunks for eight are fitted in the crew's cabin, below deck aft, which is heated by a Heileks oil stove. Electric heaters are also fitted in the cabin, galley and wheelhouse.

Scuttles

The fishroom is isolated on the bulkheads and deckhead with Spindex and kitted out with steel posts and wooden pond boards. It is served by one steel hatch and a 1000w deck scuttle.

A fire detection and alarm system for the engine room and cabin, and Halon fire-extinguishing gas for the engine room, have been supplied by Anglesey Fire Protection.

Other safety equipment includes Condolastic Gas Sentry Mk. 3 gas detector, Tocal Electronics bilge level warning system, and two eight-man Dunlop lifeboats.

Munster Simms Whale hand pumps installed include a 3 in. unit for the stern transducer compartment.

A number of Fraserburgh sub-contractors were involved in the construction of *Devotion*.

Steelwork was fabricated by Mitchell's (Fraserburgh) Ltd. and engineering work was handled by the Seaforth Marine Engineering Co.

Stephen and McNab carried out the plumbing and hydraulic installation, while R. D. Downie completed the electrical work.

COBLES ON ORDER

TWO MORE cobbles are on order from the Goodall ward at Sandstead, near Whitby, Yorkshire.

One will be a 27-footer for Redcar owners and the other is to be a 33 ft. vessel for owners at Seaham Harbour. A Perkins engine has been chosen for the Redcar cobble, while the Seaham cobble will have a C-Power unit.

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FISHING NEWS

11

—keep sending in the tags...

THE RESULTS so far of extensive lobster tagging experiments carried out on the English and Welsh stocks during 1976 and 1977 have just been published* by the Fisheries Laboratory at Burnham-on-Crouch, Essex.

Tagging studies provide information on growth rates, migrations and the proportion of the stock caught by fishing.

To collect this information Fisheries Laboratory staff developed a tag which is retained by lobsters after moulting.

Tagged lobsters were released off the north-east coast, Norfolk and off parts of Wales. Wherever possible the lobsters tagged included a proportion of undersized ones (less than 80mm carapace length) so as to represent the size range of lobsters on the grounds.

In 1976 undersized lobsters were poorly represented at Bridlington; few commercial sized ones were tagged off Norfolk; and tagging off Northumberland was hampered by autumn gales.

So, last year, additional undersized lobsters were released at Bridlington, more

commercial-sized ones were released off Norfolk and extra releases were made off Seahouses.

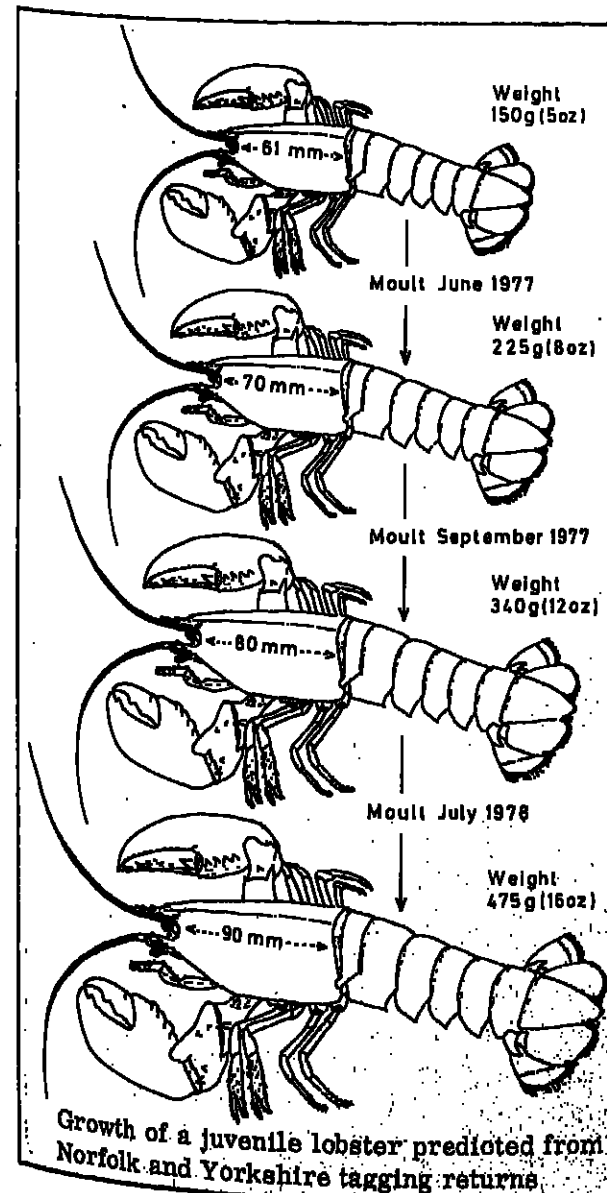
The tagging programme was extended in 1977 to include the Welsh lobster fishery and a total of 1,636 lobsters was tagged and released from four areas in Wales: New Quay, Aberystwyth, Barmouth and Pwllheli.

Of the 1,777 lobsters released in 1976, a total of 586 (33 per cent) were recaptured by the end of 1977. The highest recapture rates were off Norfolk (45 per cent) and Whitby (37 per cent) for the 18 month period.

In 1977 a total of 2,125 lobsters was released and 415 (20 per cent) were recaptured in the approximate six months up to the end of the year.

A considerable amount of information on growth has already been obtained from lobsters tagged in 1976 and by the end of 1977, some 50 per cent of them had moulted.

From these scientists were able to determine the amount lobsters grow at each moult (increment) and how often they moult (frequency). The moult increments of juvenile



lobsters were similar for both males and females. Larger males tended to have larger moult increments than similar sized females.

The moult frequency was found to vary with size. The majority of smaller lobsters, between 50 and 79mm carapace length, tended to moult twice in one year, while the larger ones (80-89mm) moulted once per year. Those greater than 90mm moulted less than once per year. The growth increments and moult frequencies were found to be similar in Norfolk and Yorkshire.

Only two per cent of the lobsters released in Norfolk, Yorkshire and Northumberland had moved 10 nautical miles or more from their original positions of release. The longest movement recorded so far is of a

female of 97 mm carapace length. Released off Seahouses in September 1976, the lobster was recaptured in the Firth of Forth in October 1977 having moved 60 nautical miles.

Scientists do not plan to release more tagged lobsters for this experiment in 1978. To give sound advice on the management of the lobster fishery this type of information is needed — and it is important that every recaptured tagged lobster is returned, plus details of the date and position of its capture.

A reward of £1, plus the market value of the lobster, is paid for all tagged lobsters. **Fisheries Notice No. 87, written by D. E. Bennett, G. C. Brown, A. E. Howard and S. R. J. Lovell, is available free from the Fisheries Laboratory, Burnham-on-Crouch, Essex.*

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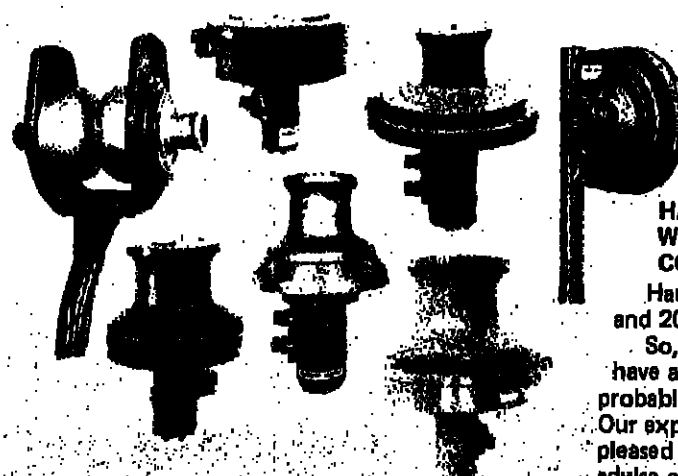
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£41,983: *Gillingham*, Consol (Sk. J. Loades), 1,487 kits, NC, 23 days.
£27,821: *Notts Forest*, Consol (Sk. A. E. Allen), 934 kits, WS, 24 days.

Middle Water

£30,007: *Ross Kashmir*, BUT (Sk. J. Meadows), 1,124 kits, W, 17 days.
£28,224: *Carlisle*, Consol (Sk. K. Heron), 1,052 kits, W, 15 days.
£27,566: *Ross Cougar*, BUT (Sk. J. Major), 999 kits, W, 15 days.
£26,029: *Ross Jaguar*, BUT (Sk. D. Speck), 923 kits, W, 17 days.
£25,780: *Ross Leopard*, BUT (Sk. J. Brown), 1,000 kits, W, 16 days.

North Sea

£17,821: *Arctic Invader*, Liston (Sk. J. Robb), 740 cwt, NS, 11 days.
£15,228: *Tom Grant*, Lindsey (Sk. R. Sinclair), 458 kits, NS, 14 days.
£11,650: *Lemberg*, Lindsey (Sk. H. Pexman), 295 kits, NS, 14 days.
£10,161: *Loveden*, Lindsey (Sk. A. Wright), 290 kits, NS, 15 days.
£8,000: *Lucerne*, Lindsey (Sk. S. Davidson), 249 kits, NS, 10 days.

Solers

£7,268: *Rosenborg*, Consol (Sk. N. P. Jensen), 269 kits, NS, 24 days.
£7,128: *Guldborg*, Consol (Sk. K. Kristensen), 242 kits, NS, 27 days.
£7,050: *Gladness*, Jubilee (Sk. J. Olesen), 251 kits, NS, 15 days.
£6,165: *Margaret*, Hamling (Sk. T. Nielsen), 228 kits, NS, 21 days.
£5,537: *Ling Bank*, Sleight (Sk. A. Van Zandvliet), 168 kits, NS, 16 days.
£4,859: *Ella Grethe*, John R. (Sk. R. McQueen), 193 kits, NS, 17 days.
£4,790: *Dover Star*, Danbrit (Sk. C. Jensen), 121 kits, NS, 21 days.

Pair teams

£22,146: *Margrethe Bojen* (Sk. M. Bojen), 750 kits and £16,231: *Frances Bojen* (Sk. J. Richardson), 552 kits, both John R., NS, 16 days.
£10,843: *Leanda* (Sk. B. Nejrup), 390 kits, and £6,165: *Taarnborg* (Sk. J. Hill), 319 kits, both Danbrit, NS, 13 days.
£9,632: *Grenaa Pearl* (Sk. M. Potterton), 306 kits, and £6,442: *Grenaa Star* (Sk. K. Yates), 199 kits, both Danbrit, NS, 14 days.
£6,854: *East Bank* (Sk. G. Hall), 247 kits, and £3,006: *Halton* (Sk. J. Lee), 108 kits, both Sleight, NS, 15 days.

Gill-netters

£5,502: *Wardley*, Consol (Sk. E. Luse), 177 kits, NS, 7 days.

HULL

£59,534: *Westella*, Marr (Sk. M. Boddy), 2,047k, WS, 22 days.

FLEETWOOD

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£32,807: *Aubisque*, French vessel, 1,318k.
£27,808: *Montcalm*, French vessel, 888k.
£27,709: *Boston Stirling*, Boston (Sk. W. Bridge), 1,572k, 17 days.
£24,000: *Boston Explorer*, Boston (Sk. W. Anderson), 963k, 16 days.
£17,934: *London Town*, Hewett (Sk. A. Bedford), 746k, 18 days.
£17,024: *Royalist*, Hewett (Sk. L. Cook), 597k, 16 days.
£13,489: *Rosamunda*, Ward (Sk. K. Beavers), 484k, 13 days.
£8,747: *Resound*, Ward (Sk. C. Pook), 376k, 17 days.
£3,635: *Forards*, Ward, 131k, 13 days.
£2,555: *Charmor*, Hewett (Sk. O. Jensen), 81k.
£2,180: *Speedwell*, Beeston, 77k.

£2,001: *Southards*, Hewett (Sk. S. Carlson), 62k.
£1,884: *Gill Doris*, Hewett, 64k.
£1,840: *Angelus*, (Belgian vessel), 24k.

ABERDEEN

£27,976: *Grampian Monarch*, North Star (Sk. R. Catto), 1,230 k, S, 16 days.
£24,273: *Wyre Vanguard*, BUT (Sk. J. Newsham), 937 k, WS, 13 days.
£23,920: *Pindarus*, BUT (Sk. J. Glasgow), 1,064 k, S, 14 days.
£20,123: *Milwood*, Wood Group, (Sk. G. Baxter), 784 k, WS, 15 days.
£19,647: *Admiral Nelson*, Wood Group, (Sk. R. Pirie), 857 k, S, 15 days.
£18,601: *Ross Heron*, BUT (Sk. W. Gardner), 647 k, WS, 12 days.

LOWESTOFT

£17,648: *St Phillip*, East Coast (Sk. T. Martin), 581k, 12 days.
£15,318: *St Patrick*, East Coast (Sk. D. Bedford), 613k, 12 days.
£14,100: *St Rose*, East Coast (Sk. S. Jones), 473k, 12 days.
£14,025: *Oulton Queen*, Talisman (Sk. A. Hutchinson), 444k, 12 days.
£13,861: *Ripley Queen*, Talisman (Sk. J. Deacon), 446k, 12 days.
£13,691: *Bolby Queen*, Talisman (Sk. D. Smith), 466k, 12 days.

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£5,750: *Picton Sea Eagle*, Norrard (Sk. N. Phillips), 192k, 13 days.
£5,017: *Norrard Star*, Norrard (Sk. J. Rogers), 184k, 12 days.
£4,618: *Bryher*, Norrard (Sk. A. James), 162k, 13 days.
£4,015: *Georgina Wilson*, Jones (Sk. T. Smith), 132k, 13 days.
£4,017: *Gill Freda*, 12k.

KEY: B1 Bear Island; B8 Barrens Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC North Sea; O Orkney; R Rockall; S Shetland; W Western Isles; WS West Coast; WS White Sea; Sk Skipper; k kits; c cwt; kg kilo.

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2,123 boxes from 17 boats. Prices: codling, £2.50/£3.50; gutted whiting, £2.20/£3.00; codfish, £1.70/£2.00; monkfish, £3.00/£3.50; catfish, £2.10/£2.70; whiting, £2.20/£3.00; plaice, £2.50/£3.50; large haddock, £2.80/£3.50; med. haddock, £2.50/£3.00; ling, £1.50/£2.00; sole, £1.50/£2.00; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

AYR
217 cwt. from 23 boats. Prices: cod, £3.10/£3.80; codling, £2.50/£3.50; haddock, £1.50/£2.00; ling, £1.80/£2.05; sole, £1.40/£2.70; lemon sole, £1.20/£3.50; large haddock, £2.50/£3.50; small haddock, £2.20/£3.50; med. haddock, £2.00/£3.50; ling, £1.50/£2.00; sole, £1.40/£2.70; lemon sole, £1.20/£3.50; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

BRUXHAM
Prices: cod, £4; large plaice, £1.70/£2.40; turbot, £2; whiting, £1.80/£3.50; lemon sole, £4.50/£6.20; Dover sole, £12/£25; brill, £8.50; wh. whg, £2.50/£7.50; squid, £1.50/£2.50; monkfish, £5; dabs, £12/£28; mackerel, £1.80; per stone.

BILLINGSGATE

ON TUESDAY 220 tons were delivered. Average selling prices on merchants' stalls: salmon, £1.80/£2.00; salmon, £1.80/£2.00; rainbow trout, £1.50/£2.00; sole, £1.50/£2.00; plaice, £1.50/£2.00; large plaice, £1.50/£2.00; small plaice, £1.50/£2.00; med. plaice, £1.50/£2.00; ling, £1.50/£2.00; sole, £1.50/£2.00; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

SELECTED FISH
Unsorted, £3.50/£4; cod, £3.50/£4; haddock, £3.50/£4; whiting, £3.50/£4; ling, £3.50/£4; sole, £3.50/£4; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

FROZEN FISH
PACIFIC NA salmon, £1.25/£1.50; Canadian halibut, £1.25/£1.50; salmon, £1.25/£1.50; angus, £1.25/£1.50; grey muller, £1.25/£1.50; haddock, £1.25/£1.50; plaice, £1.25/£1.50; sole, £1.25/£1.50; squid, £1.25/£1.50; per stone.

WICK
150 boxes from six boats. Prices: haddock, £12.10/£20.20; whiting, £17.00/£20.00; per box; plaice, £17.00/£20.00; dabs, £13.00/£15.00; skate, £12.50/£12.80; per stone.

LOCHINVER
1,000 boxes from 14 boats. Prices: cod, £2.80/£3.80; haddock, £2.30/£3.80; whiting, £2.20/£3.00; ling, £1.80/£2.00; sole, £1.50/£2.00; large haddock, £2.50/£3.50; med. haddock, £2.20/£3.50; ling, £1.50/£2.00; sole, £1.40/£2.70; lemon sole, £1.20/£3.50; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

HUCKIE
180 boxes from 5 boats. Prices: cod, £3.50/£4.00; large haddock, £3; small, £2.50; whiting, £2.20/£3.00; ling, £1.80/£2.00; sole, £1.50/£2.00; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

MALLAIG
Prices: monkfish, £2.70/£3.20; haddock, £2.20/£2.57; whiting, £2.05/£2.37; hake, £2.05/£2.37; sole, £1.16/£1.87; cod, £2; sole, £1.84/£2.84; ling, £2.07/£2.30; large prawn, £2.20/£2.80; small prawn, £1.50/£2.00; round whiting, £1.80/£2.10; per stone.

BRUXHAM
Prices: cod, £4; large plaice, £1.70/£2.40; turbot, £2; whiting, £1.80/£3.50; lemon sole, £4.50/£6.20; Dover sole, £12/£25; brill, £8.50; wh. whg, £2.50/£7.50; squid, £1.50/£2.50; monkfish, £5; dabs, £12/£28; mackerel, £1.80; per stone.



'Huddersfield Town' goes top of the league

IT WAS A CASE of 'lucky thirteen' for Skipper 'Wiggle' Harde of Consolidated Fisheries' Huddersfield Town when she set a new company and port earnings record at Grimsby last week for a trawler under 140ft.

Landing on April 13 after a 24-day Norway Coast trip, Huddersfield Town collected 56,890 from a turnout of 1,930 kits. This included 24-day trip worth £27,821, the firm picked-up £41,983 from a 23-day trip of 1,487 kits by Gillingham.

Consol's successes were not restricted to the distant water section. From middle waters the one-time distant water trawler Carlisle (Sk. Keith Heron) notched up £28,224 from a 16-day Westerly voyage of 1,052 kits and was runner-up for the week behind BUT's Ross Kashmir (Sk. Johnny Meadows) on £30,007 from 1,124 kits made in 17 days.

It was the best grossing by any Grimsby trawler in 1978 and bettered the previous best, set up by Boston Halifax, nearly a week earlier, by over £3,000. It was also the heaviest catch landed at Grimsby by any of the local fleet so far this year and set a new category standard on daily earnings of £2,473.

Huddersfield Town was one of three distant water landings, all made by Consolidated Fisheries, at Grimsby last week. After a moderate start when Notts Forest arrived back from the 24-day trip worth £27,821, the firm picked-up £41,983 from a 23-day trip of 1,487 kits by Gillingham.

Consol's successes were not restricted to the distant water section. From middle waters the one-time distant water trawler Carlisle (Sk. Keith Heron) notched up £28,224 from a 16-day Westerly voyage of 1,052 kits and was runner-up for the week behind BUT's Ross Kashmir (Sk. Johnny Meadows) on £30,007 from 1,124 kits made in 17 days.

BOSTON Sea Gazelle was launched at Richards Shipbuilders yard at Great Yarmouth on Tuesday last week. She is the third of four built at Richards for Boston and is a development of Boston Sea Knight.

Sea Gazelle is registered at Lowestoft and is fitted for demersal and pelagic fishing. The vessel was christened by Janet Sims, wife of admin manager at Lowestoft's Boston office.

Sea Gazelle's sister-ship, Boston Sea Cobra, has landed her maiden trip of 308 kits at Lowestoft. She earned £29,217 after a 12-day trip. The first kit sold for £110 to Norman Cropley for Len Carr Ltd. and was donated to the Royal National Mission to Deep Sea Fishermen.

50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

APRIL 21, 1928

GRIMSBY in danger of losing its premier port title to Hull. While Grimsby's catch is stationary, Hull's is on the increase.

MARINE Products company shuts down shark fishing enterprise at Carnarvon, Wales. Seven English fishermen employed agree the project will lose money.

FISHING NEWS golf tournament held at West Kibridge.

ABERDEEN trawler Strathmoray sinks off North Rona after hitting submerged object. Her crew is landed at Stromness by trawler Avonlight.

EAST coast steam drift fleet working from Newlyn has its best mackerel week of the season. Large boats fished within a few miles of the Irish coast.

SCHEME put forward to revive fishing in The Wash. Proper finance, organisation and management needed.

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HUMBER VESSELS DUE

GRIMSBY
Expected during the week from Faroe and Western: *Boston Phantom*, Kyoto, Nanao, Ross Jaguar, Ross Kashmir, Ross Kipling, Ross Leopard, Ross From White Sea and Norway, Ross From Belgium, Boston Com. Gille.

HULL
Expected during the week from Faroe and Western: *Arctic Cavalier*, Arctic Vandal, Arctic Sirius, St. Dominic, St. coast: *Belgaum*, *Boston Com. Gille*.

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PORT MARKETS

MONDAY, APRIL 17
HULL
1,270 kits from one trawler. Prices: large cod, £20/£23.50 (average); £32/£61; wh. h. heads on; £35/£47.50 (33.60); cod, £17.50/£21.50 (18.70); bergyils, £16.25/£21.50 (17.60); plaice, £24/£30 (25.55).

FLEETWOOD
Prices: English shelf cod, £3.80/£4.30; large plaice, £3.50/£4; med. plaice, £3.50/£4; small, £2.90/£3.70; large haddock, £3.70/£4.20; med. haddock, £3.30/£3.80; small, £2/£2.60; cod, £3/£3.70; dogfish, £2; med. wh. sole, £1.40/£2; lemon sole, £1.60/£2; med. wh. sole, £2; per stone.

MILFORD HAVEN
241 kits from 3 boats. Prices: large cod, £28; large plaice, £24; med. haddock, £22; small haddock, £10/£13; wh. h. heads on, £10/£13; alps, £1.60; tongues, £20; brill, £2; large ray, £40; med. ray, £32/£60; small ray, £25; soles, £170; per 8 st. kit.

MALLAIG
Prices: Monks £2.51/£3.23; cod £3.07/£3.80; haddock £1.87/£3; whiting £2.22/£2.47; hake £2.60/£3.40; plaice £2; lemons £4; flats £1/£1.33; codling £2.30/£2.07; raker £1.40/£2.73; ling £2.33/£2.77; large prawns £32/£38.80; small prawns £10/£18.20; per stone.

NEWLYN
Prices: large hake, £8.80; med. hake, £6.80; small, £5.80; large ray, £5.80; large med. ray, £5.20; med. ray, £2.50; conger, £3.20; per stone.

TUESDAY, APRIL 18
FLEETWOOD
Prices: cod, £3.50/£4.1; plaice, £2.4/£3.0; whiting, £1.4/£1.8; per ten-stone kit.

ABERDEEN
247 tonnes from 14 boats. Prices: cod, £26/£29; large codling, £25/£32.20; med. haddock, £26/£31; small, £21.50/£30; ling, £14.50/£28; tusk, £22; saithe, £12/£19.20; large haddock, £22/£30; extra large, £33/£33.50; small, £18/£29.80; whiting, £10.40/£26; med. haddock, £4.6; plaice, £18/£31; halibut, £4.80/£18.80; per stone.

LOWESTOFT
1517 kits from 4 boats. Prices: large cod, £32/£40; large plaice, £30/£32.50; med. haddock, £26/£34; small, £22/£30; codling, £23/£40; large haddock, £4.6; plaice, £20/£32; large turbot, £17/£220; small, £75/£100; lemon sole, £46/£56; Dover sole, £167; slips, £164/£160; brill, £45/£52; large haddock, £50; dogfish, £18/£28; catfish £24/£28; per 10 st. kit.

HERRING REPORT

THURSDAY, APRIL 13
Ayr: one trawler, four tonnes; homemarket at £60/£75.20. Recovering spents. Hand selected.

Mallaig: one trawler, five tonnes; homemarket at £42/£44.80. Spents.

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FOUL WEATHER TEST FOR ANCHOR

DANBRIT (Fish Salesmen) Ltd., the Grimsby fishing vessel agency, has been appointed fishing industry anchor for the Bruce holding power of high holding power anchors.

The Grimsby firm has been sea-tested a 60 lb version on the anchor-ship *Britto* and a spokesman for Danbrit told *Fishing News*: "We are completely satisfied with the performance."

"Britto is one of Grimsby's larger anchor-ship at 61ft. and 60 tons, but the 60 Kg. Bruce anchor is more than adequate for anchoring a vessel for the purposes of fishing."

Now Danbrit is equipping the rest of its large fleet with Bruce anchors and expects considerable interest within the fishing industry for the anchors which have roll stability and are now considered the most efficient design ever produced on a weight-to-holding-power basis.

Last week *Britto*, skippered by Tony Chester, was the top grossing seiner at Grimsby with a North Sea trip of 280 kits worth £8,167.

It was made in some really foul water and was a searching test for the Bruce Anchor.

Danbrit has also recently opened its own net department in premises on Kemp Road, just off Grimsby's North Wall. Les Gorman, formerly with Franklin and later Allard, Hewson & Co. Ltd., heads an experienced team of braiders and fixers who undertake the manufacture and repair of all types of net.

A fuller report will appear in *Fishing News* shortly.

